B U C K S L I P

TO: Gus Preschle
FROM: Dick Peduto
DATE: March 6, 1992
SUBJECT: COMMENTS - ELEVATOR ACM MANAGEMENT PLAN

COPY TO: P. Taylor

Your proposed management plan for WTC ACM elevator shafts is on target. In response to your request for comments, there are a few revisions which I believe strengthens your approach to this issue.

Please note that the ones which are highlighted are new and the ones which are redlined are proposed to be deleted.

The major comment is that qualified personnel are required to clean up ACM or material that may be ACM.

After you have read over my version, please call me if you like to discuss further.

Dick

PLAINTIFF'S EXHIBIT PX-729

THE PORT AUTHORITY OF NY & NJ

MEMORANDUM

TO: FILE
FROM: August K. Preschle
DATE: March 3, 1992
SUBJECT: ELEVATOR ACM MANAGEMENT PLAN

REF:

COPY TO: J. Ansley, F. Boyce, T. Cancelliere, R. Cronin, R. DiChiara, C. Maikish, R. Peduto, E. Piccinich

In response to the recent dust incident in elevator 4A, increased attention will be placed on managing the condition of ACM in elevator shafts as follows:

Short Term Plans - The following steps are being taken to minimize the infiltration of fireproofing dust into elevators.

1. Otis has changed the control circuits to eliminate the possibility of simultaneous dispatching of two elevators in a shaft. This possibility existed in the past if a patron held a door on one car, and the ten second delay on the second car ran down.

2. The tops of cars, the interior ceiling fixtures, and the pits will be thoroughly cleaned by qualified personnel in accordance with Port Authority policy as soon as possible. They will then be inspected weekly by Plant and Structures, and cleaned by Asbestos Control Services if evidence of ACM is present. The frequency of inspections and cleaning will be re-evaluated in the future based on the amount of clean up required ~~ACM fireproofing discovered~~ each week, if any.

3. Routine elevator cab air monitoring has been implemented by the WTD Asbestos Project Coordinator, and the frequency is to be established after preliminary results are obtained.

4. The Operations Unit is implementing new procedures for the immediate removal of cars from service whenever passengers complain of a rough ride, and/or the presence of dust. In ACM positive shafts, the cars and shafts will be inspected and cleaned by qualified personnel in accordance with Port Authority policy if necessary, as determined by the Asbestos Project Coordinator, before cars are returned to service.

5. If technically feasible, the elevator exhaust fans will be reversed to supply air and they will be retrofitted with HEPA filters. The cab interiors will then be continually flushed with filtered air. Plant And Structures is leading this item.

6. As in the past, elevator shafts will be inspected by Otis and Plant & Structures during and after wind storms, and fallout, if any, will be cleaned by qualified personnel in accordance with Port Authority policy before affected cars are returned to service.

7. Shafts will be inspected for loose fireproofing which will stabilized by qualified personnel in accordance with Port Authority policy, ~~mechanical means~~ under the direction of the Plant Structures Unit. Design assistance is required from the offices of the General Manager, WTD Capital Programs and appropriate Port Authority staff units.

Long Term Plans - To Be Directed by the WTC Asbestos Program Coordinator's Office, except as noted.

1. ACM in elevator shafts will be enclosed, or removed. A multi-floor prototype test of enclosure methods will be expedited under engineered ACM control methods. If the readings are within established guidelines, and if costs are substantially lower than removal ~~full abatement~~, then all elevator shafts' ACM will be enclosed. If not, removal ~~abatement~~ will be pursued. Engineering and ~~The~~ Asbestos ~~Litigation Task Force~~ Control Program staff will contact contractors and building owners/operators to determine what experience exists on abating ACM fireproofing in elevator shafts.~~in this field.~~

2. Cable followers will be installed in the remaining 50% of the high rise shuttle cars which do not have them, under the new Work Order Contract directed by Plant And Structures and WTC Construction.

3. Cable followers will be considered for the low rise shuttles in advance of the abatement/enclosure project after an evaluation, by Plant And Structures, of their impact in existing ACM high rise shafts.

August K. Preschle
General Manager
Physical Facilities
World Trade Center